

be changed at this time. We don't think the best change is the fundamentals of railway employment.

In general questioning, Mr. Sheppard said he saw no significance in the departure of the executives. They do not want to do anything that would close the door of settlement, he declared.

Although the executives refused outright to accept the suggestion of the board of arbitration, it was still hoped up to a late hour that the "Big Four" leaders, realizing the gravity of the situation, either would make another suggestion of endeavor to get the shopmen's leaders to modify their stand.

The situation had definitely reached a critical point where the only alternatives left to the Administration was pressure on the shopmen's spokesmen or to wash its hands of the strike except in so far as it may be necessary to involve Congress in order to protect the public by whatever measures are deemed necessary to meet the emergency.

For the moment at least everything depends on the "Big Four." Their position is the pivot of the entire situation. If they are able to give assurance that they would abide by their contracts and help the railroads and the Government to defeat conspiracies, such as the one in the "Big Four" leaders, through sympathetic action on the part of non-strikers, it is probable that the policy of the Administration from now on would be to let them fight it out.

Think They Can Break Strike.

The executives before their departure from Washington assured the board of arbitration that they would accept the strike and that they would resist any further efforts to make them change the position they have taken.

First, the executives in the answer made by T. DeWitt Taylor, chairman of the board of arbitration, to the President's peace movement went at least 75 per cent. of the way toward acceptance, and acceptance of their answer by the shopmen would mean that 90 per cent. of the strikers would be taken care of, with their seniority rights restored and work guaranteed, and the jurisdiction of the labor board restored.

Second, the executives, although their answer is held up, have categorically rejected the proposal of the President demanding that they be unconditionally restored to their positions with rights unimpaired, at the same time declaring against the principle insisted on so strongly by the Administration that they should refer the seniority question to the labor board in the meantime return to work.

Third, having assumed jurisdiction of the shopmen's case, the Big Four and the President have agreed that the President for mediation, but which the railroad executives unanimously and with every sign of finality turned down.

Unless some move is made either by the President or by the brotherhood leaders to get the shopmen to modify their stand to the extent at least of acceptance of the proposal of the executives made public to-day the peace move has become a dead end.

Should this be the outcome of the hovering of the dove of peace over the White House the big question then becomes what will the Big Four do, and the distance between the country and complete paralysis depends upon whether leaders of the brotherhoods attach sufficient importance to the issue of seniority to accept the President's proposal, while representatives of 57,232 miles drew up the minority report. The division came on the report drawn up by the minority on July 27.

Among the roads which took the minority view that the strikers would be taken back where vacancies exist in the New England roads, the Boston and Maine; New Haven, Bangor and Aroostook; Maine Central, Central Vermont, Atlantic Coast Line, Delaware and Hudson, Connecticut River, Long Island, Louisville and Nashville, Missouri, Kansas and Texas, Missouri Pacific, Pennsylvania, Nashville, Chesapeake and Ohio, the Pennsylvania, Richmond, Fredericks and Potomac and Texas and Pacific.

Accepting in Principle.

The larger roads which accepted the President's proposal in principle and in fact included the following major systems: Santa Fe, Baltimore and Ohio, Chesapeake and Ohio, Chicago and Northwestern, Chicago, Burlington and Quincy, St. Paul, Rock Island, Erie, Great Northern, Illinois Central, New York Central, Norfolk and Western, Northern Pacific, Philadelphia and Reading, Southern Pacific and Union Pacific.

The maneuvers executed by the shopmen's well-stated position in the last forty-eight hours leave no room to doubt that they fear that submission of the question of seniority to the Railroad Labor Board would, in view of decisions of the board, result in the authorized strikers losing their rights, irrespective of what the next decision is on the question, virtually amounting to an anti-strike clause in the transportation act. What they want is unconditional surrender on the question of seniority, the big reason being that the board on several occasions virtually has ruled that rights were lost and the protection of the board lost when a strike occurred in face of a decision or a ruling. Decision No. 299 of October 29, 1921, reads:

"The board further points out for the consideration of employees interested that when such action does result in a strike the organization so acting has forfeited its rights to the rights of its members and benefits of all contracts existing, and the employees so striking have voluntarily removed themselves from the classes entitled to appeal to this board for relief and protection."

Punishment for Strike.

In addition to this there was the resolution of the board to the same effect on July 2, 1922, and a statement by Chairman Ben W. Hopper on July 28, which practically established the principle that in the opinion of the board the punishment for a strike was the loss of rights and the protection given by the governmental body.

The brief statement issued by the brotherhoods to-night while the formal statements to the President are being held up clearly indicated that the major organizations are taking the stand that they will not declare loss of rights to men who have gone on strike, their claim being that the rights now demanded are ones universally accorded strikers in the past and which are an accepted condition of employment.

SMALL GAINS MADE IN OUTPUT OF COAL

Increase Comes From Districts Curtailed by Rail Congestion During July.

LAKE DUMPINGS DROP Lowest Point at This Season in Years, Geological Survey Reports.

WASHINGTON, Aug. 13.—The Geological Survey in a statement to-day elaborating its report on coal production for the last week, issued yesterday, declared that "the addition to the coal supply from mines that have reopened is small, although four weeks have elapsed since the invitation to resume production was extended."

"There have been only very small gains in a few of the stronger organized districts," the survey added, "and increase in shipments reported for this week has come from those districts in which production was curtailed by traffic congestion during July."

The bituminous production for the week was estimated at about 4,800,000 tons, or 500,000 more than the previous week. In placing anthracite production at 27,000 tons for the last week, the survey said: "Production is limited chiefly to steam sizes dragged from the pits."

Anthracite Output Small.

"Anthracite continues to move forward from the storage yards of producers," the statement continued, "but the quantity is small and is decreasing. Shipments of anthracite are practically confined to pea coal or smaller sizes. The total output of anthracite since January 1 now stands at 22,800,000 net tons. In comparison with 1921 this is a decrease of nearly 33,000,000 tons."

"Because the strike has curtailed shipments to the three northern ports—New York, Philadelphia and Baltimore—the cumulative downward movement from January 1 to July 31 was more than normal. Shipments during the first seven months of 1922 were 29 per cent. less than the average for the corresponding period in the three years preceding. The chief element in the decrease was a sharp decline in exports. Dumps for export and bunker totaled 44,000 tons against 13,771,000 in 1921. Shipments to England were greater than in any of the three years preceding, because of the effort of New England consumers to obtain water of July to replace dwindling all-rail shipments."

Lake Dumpings Drop Low.

"Lake dumpings in the week ending August 6 dropped to the lowest point reported for this season in years. The total dumped, according to the Ore and Coal Exchange, was 22,747 tons, of which 7,924 tons was cargo coal and 14,823 vessel fuel. A year ago 708,981 tons of cargo coal was dumped. The tons was consigned to destinations on Lake Erie not ordinarily taking lake cargo, and the quantity forwarded to regular lake destinations was only 66,100 tons."

"In the middle and southern Appalachians, which have been the principal sources of supply, production has been reported to have increased slightly. The output since the strike has gradually increased during August. As indicated by this week's report, the unorganized districts of this territory gained by relief from traffic congestion about 200,000 tons over the output of last week."

Gain in Pennsylvania.

"The districts in Pennsylvania and the central competitive fields and those west of the Mississippi have been less affected by traffic congestion. In Pennsylvania the output since the last week of July has increased somewhat. It returns this week indicating shipments larger than reported for any other week during the strike. Union districts in West Virginia also reported slight increases. On the other hand, reports for this week indicated decreased production in the strongly organized districts of the central field."

The central reports for the week ending July 29 indicate that traffic conditions improved in some fields, but grew worse in others. As a result of this improvement, the output of the Pennsylvania, Pocahontas, Tug River and Hazard districts, in Winding Gulf, New River and western Kentucky greater traffic congestion was responsible for increased losses.

Two Meetings To-Day ON COAL SITUATION

Operators Reported Split Over Pact—Mayors at Waldorf.

While fifty directors and leaders in the National Coal Association met in the Waldorf-Astoria Hotel this morning, Mayors of New York State will confer this afternoon on coal rationing for their respective municipalities. The meeting at the Waldorf-Astoria is the first of a series of public utilities subcommittee of the State board, it has been announced.

National Coal Association members have been described as divided following reports of a memorandum agreement had been entered into between Ralph H. Crews, counsel for many large coal companies, and William A. Glasgow, Jr., counsel for the United Mine Workers.

A. M. Ogilvie, president of the association, is expected from Terre Haute to unfold the attitude of his administration. Among the members of the board are the representatives of the Pennsylvania, Chesapeake and Ohio, the Pennsylvania, Richmond, Fredericks and Potomac and Texas and Pacific.

Young Baylis, Father of the Baby, Is 23 Years Old, and Is Employed in the Plant of the Mergerhatter Linotype Company in Brooklyn. He and his wife were married on October 28, 1921. The boy was christened Edward Richard Baylis.

SAYS BIG FOUR PLOTED TRAIN TIEUP IN DESERT

Santa Fe Vice-President Declares It Was Deliberate 'Conspiracy' and 'Inhuman' Act—Strike Called Because Road Had Won Against Shopmen.

CHICAGO, Aug. 13.—The action of members of the "Big Four" brotherhoods in abandoning through passenger trains at Needles, Ariz.; Barstow, Cal., and Seligman, Ariz., was denounced to-night as a deliberate "conspiracy," a violation of their solemn agreements with the railroad and an "inhuman" act by A. G. Wells, vice-president of the Atchafalpa, Topeka and Santa Fe Railroad.

"None of the reasons given for these lawless acts is valid," Mr. Wells declared. "The Santa Fe has asked no man to take out unsafe equipment. It has no unsafe equipment and has been and is literally meeting all requirements of the safety appliance act. Inspectors of the bureau of safety, Interstate Commerce Commission, have made many examinations recently of the Santa Fe power and have given the company a clean bill of health."

No Justification for It.

"This sympathetic strike on the Santa Fe is not only a conspiracy, but it is also without the least substantial justification. The conditions in the desert are the result of statements issued by some of the brotherhood executives that men could leave their work if they considered conditions were hazardous, leaving the rest themselves to be the judges of whether they would work or not, and in effect a practical invitation to them to do what they have done. I am advised no responsible officer of the Santa Fe has ever been in the desert on the ground at Needles to learn true conditions."

"The Santa Fe received last week from its connections and moved over to some bond throwing a few days ago freight cars in its whole history, which is absolute proof of its perfect physical condition. The sympathetic and illegal strike has been called because the Santa Fe was not against the striking employees of the shop crafts."

"The people marooned at Needles, including those whose destinations were in northern points, are being sent back toward Los Angeles on a train manned by officials, which left Needles at 8:40 this morning."

SOFT COAL PEACE SEEN IN 48 HOURS

Continued from First Page.

and the demands of the Shamokin convention are to be the basis of new negotiations.

Lewis's Letter.

Lewis in a letter to Mark Edgar, secretary of the Scranton Board of Trade, said: "It is in developing that the anthracite operators are ready to go into direct negotiations with the United Mine Workers on the basis of the old wage scale and the demands of the Shamokin convention will be glad to attend a joint conference on any date designated by the anthracite operators' representatives."

That demand is sure to prove a stumbling block for immediate peace. The operators answer this by saying that on May 18 they offered the mine workers a new wage scale, a cut from the old scale. This was rejected. In June, the operators point out, they offered unrestricted arbitration and this was rejected. In July President Harding's offer was rejected.

It is charged by the operators that President Lewis has not been willing to adjust the anthracite trouble until he has first disposed of the bituminous strike. "The Lewis attitude," the letter to Mr. Edgar is further proof that the chief of the miners is not yet ready to consider an anthracite settlement separate from the bituminous strike.

Meeting Reported.

PHILADELPHIA, Aug. 13.—A conference on the anthracite situation was understood to have been held to-day at the home of William A. Glasgow, Jr., attorney for the United Mine Workers, at which United States Senator George Wharton Pepper, Gov. William C. Sproul and William A. Glasgow, Jr., secretary of the Pennsylvania Coal and Navigation Company and President W. J. Richards of the Philadelphia and Reading Coal and Iron Company met with Mr. Glasgow.

Gov. Sproul at his Chester home to-night would neither deny nor affirm that the conference had been held, but said that he was leaving the matter to Richmond, Va., and then would go to Washington to-morrow, partly in connection with the coal situation.

BINGHAMTON MAYOR RATIONS CITY'S COAL

Winter's Reserve Supply to Go to the Needy.

Special Dispatch to THE NEW YORK HERALD.

BINGHAMTON, Aug. 13.—Mayor Thomas A. Wilson, president of the Mayor's conference, yesterday issued orders that the reserve supply of coal purchased by the city for the coming winter be distributed among homes and essential industries that would otherwise be without fuel. The coal was purchased on contract from a large distributor and is in storage here, but the city officials were told that if the fuel, which is the only amount in the city, was delivered to the city bums it would be impossible to supply householders and essential industries with fuel.

Mayor Wilson arranged with the distributors to turn 2,000 tons of coal over to the citizens, rationing it out with the understanding that as soon as the coal famine ends the bums of the municipal buildings will be filled at the contract price.

Mayor Wilson will preside at a meeting of the officials and advisory committee of the Mayor's conference to be held here to-morrow, when plans for State rationing of coal to the municipalities will be outlined.

\$1,000,000 RAIL FIRE TO INCENDIARY

Roundhouse and Fifteen Locomotives Are Destroyed in Portland, Me.

WOMAN SHOT BY MISTAKE

Bullets Sent Into Lehigh Valley Foreman's Home Find Wrong Mark.

Special Dispatch to THE NEW YORK HERALD.

PORTLAND, Me., Aug. 13.—With an estimated loss of \$1,000,000, roundhouse No. 2 of the Portland Terminal Company was destroyed, together with fifteen locomotives of the Maine Central and the Boston and Maine roads this morning. Nine other locomotives were badly damaged. The fire destroyed the machine repair shop, the water tower, the air brake repair shop and the fuel oil plant. The turntable was badly damaged. A huge store of coal was saved.

The cause of the fire is unexplained and officials of the roads and terminals believe it was of incendiary origin. It began in a little outhouse made from two old box cars when an explosion was heard. This was followed by a louder blast and deputies guarding the property ran to the scene while another guard sounded the alarm.

Sheriff James Graham said the fire had every appearance of having been set. Railway officials without exception expressed the same view. It is declared that an accidental fire could hardly have started where the first explosion occurred, setting forth that nothing inflammable or combustible was stored at that point.

BUFFALO, Aug. 13.—Mrs. George Hanover, wife of a foreman in the Lehigh Valley roundhouse at East Buffalo, was probably wounded mortally early to-day by a bullet fired through the front window of the Hanover home. Police believe that striking shopmen or their sympathizers mistook Mrs. Hanover for her husband, who had related appeals to join a strike.

With her young son, Mrs. Hanover was asleep on the second floor when they were awakened by a noise in front of the house. Mrs. Hanover went to the window and saw seven men standing in front of the house. She turned on the lights in a front room and immediately five shots were fired, all of the bullets passing through the window. One bullet lodged in Mrs. Hanover's left lung.

The men who did the shooting escaped. Examination of the bullets showed that at least two revolvers were used.

SAN BERNARDINO, CAL., Aug. 13.—Disorders in connection with the railroad labor situation here broke out last night, several shots were fired. In June, the operators point out, they offered unrestricted arbitration and this was rejected. In July President Harding's offer was rejected.

MASSACHUSETTS ASKS LIQUOR REFERENDUM

Constitutional Liberty League Files Petition.

Special Dispatch to THE NEW YORK HERALD.

BOSTON, Aug. 13.—The Constitutional Liberty League, through its assistant treasurer, David P. Sibley, has filed with the secretary of the State a petition asking for a referendum on liquor, seeking to prevent from being enacted into law chapter 427 of the acts of 1922, which would legalize the sale of liquor in the State.

Two Brooklyn Women FAIL TO DIE BY GAS

Becky Cohen Found in Time and Mary Wadovecky Too.

The Brooklyn police reported two attempts at suicide in the Williamsburg section of that borough yesterday afternoon. Becky Cohen, 28, of 234 South street, was found lying unconscious on the kitchen floor at her home after a policeman who had been summoned by neighbors had forced open a door. She was revived by Dr. Weiss of the Williamsburg Hospital. Mary Wadovecky, 45, of 46 Clay street, was found lying unconscious on the kitchen floor at her home after a policeman who had been summoned by neighbors had forced open a door. She was revived by Dr. Weiss of the Williamsburg Hospital.

CHURCH CROSS AT HIGH POINT IN ORANGE

Hundreds See Steeplejacks Climb Spire.

Hundreds of people after mass yesterday in St. John's Roman Catholic Church, Orange, N. J., in the afternoon, to see the steeplejacks climb the spire of the church. The steeplejacks were seen by a large crowd of people who gathered in front of the church. The steeplejacks were seen by a large crowd of people who gathered in front of the church.

Gov. Baxter's Slogan Is 'Cut Wood, Cut Out Coal'

Special Dispatch to THE NEW YORK HERALD.

UGUSTA, Me., Aug. 13.—Gov. Baxter has announced a slogan which he hopes will stir the people of Maine into action in coping with the fuel crisis. It is "Cut a cord of wood and cut out coal." The Governor calls for the organization of big "wood chopping bees" as a further means of relief, and there is every indication of a widespread response.

LEADERS IN GEORGIA WANT PHILLIPS OUSTED

Resignation as Republican Chairman Is Expected.

Special Dispatch to THE NEW YORK HERALD.

ATLANTA, Aug. 13.—Declaring J. L. Phillips, Chief of the Republican party in Georgia, and as such distributor of Federal plums, to be "incompetent and impotent" and to be wrecking the party, a number of prominent Republicans belonging to the faction now in power have appealed to the State central committee and to President Harding to oust Mr. Phillips from the chairmanship of the committee for Tuesday. It is reported that he is ready to tender his resignation because of his indictment in Washington for war frauds. His friends, however, are planning to keep him in power, and a battle royal is pending.

The letters are signed by G. Wood Arthur, secretary of the Ninth district organization, acting as chairman of a special committee organized to oust Mr. Phillips. The letter sent to the President states: "Georgia is rife with rumors that seem to be well founded, unknown to me, that Georgia was sold for thirty pieces of silver. It is strongly rumored, and apparently well founded, that Georgia is to be crucified upon a cross of gold."

SOUTHWARD INDORSED BY BARD'S OPPONENTS

G. O. P. Insurgents Propose Judge for Supreme Court.

Insurgent Republicans of Westchester county have endorsed County Judge J. Bennett Southward of Putnam county for Supreme Court Justice in the Ninth district, comprising the counties of Orange, Dutchess, Rockland, Dutchess and Westchester. The endorsement was made at a meeting of the regular Republican caucus for the nomination, supported by William L. Ward, a prominent leader of the county, against those who control the insurgents are waging war.

38 MASONS FROM CUBA HERE TO RETURN CALL

Delegation Will Visit Three States and Washington.

Thirty-eight Masons representing the Cuban Grand Lodge arrived in New York from Havana yesterday on the United Fruit Line steamship. They are to return a visit made in February by a delegation from New York, New Jersey and Pennsylvania. The Cubans will place in the Hotel Raleigh, Washington, a tablet in memory of the Cuban patriot Calisto Garcia Iniguez, who died there in 1898.

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MINE CAVEIN BURLIES 12.

Chatanooga Is Advised of Disaster in Virginia.

KNOXVILLE, Tenn., Aug. 13.—Twelve men are reported entombed by a cavein at the Black Mountain Coal Corporation mine, near Chatanooga, Tenn., and Pennington, Va.

FORBES PLAYS WORK FOR WAR DISABLED

Director Thinks Vocational Training Will Help to Restore Morale in Hospitals.

EXPECT HARDING'S O. K.

New Policy Aims Primarily at Cure in Tuberculosis and Mental Cases.

Special Dispatch to THE NEW YORK HERALD.

WASHINGTON, D. C., Aug. 13.—The plan of the United States Veterans Bureau to give several thousand veterans in hospitals the benefit of a practical vocational training the minute their physical condition permits has received favorable reaction from physicians and welfare workers. Director Charles R. Forbes announced to-day.

The new policy is aimed to restore the fighting spirit of 65 per cent. of the tuberculosis and mental cases in the hospitals now managed by the Veterans Bureau. Virtually all of them are well enough to walk around and to work to do in their chosen vocations. They do not have enough to do, Col. Forbes said. He will submit his plan to President Harding soon and he expects Executive approval. To-day he said:

"Some of our hospitals can be converted into combination sanitariums and training centers, where the men who have progressed physically to the working and planning stage will be given as much to do in their chosen vocations as they are able to do. This will result in a better and more contented mental state at once, and, as the men improve, vocational work will be steadily increased."

"In many individual instances it will be possible, we hope, to permit student patients of this sort to go to their homes, subject to reasonable regulations. For them we will devise a simple inspection system as to their physical condition and to be assured that this latter under their health is not abused. In all such instances the men will be allowed to go home for the final stages of their complete recovery and vocational training only after competent medical officers have found them near enough to good health to justify the step."

Pay Status Retained.

"We expect to keep these student patients on the same pay status as they are at present. Our only object is to get the veterans away from the conventional hospital as soon as possible. There is no restoring a man's home if he has to stay in a morbid atmosphere so long that his morale sinks to the point where he is afraid to take the plunge again into life."

TEN DEAD, FORTY HURT IN TRAIN COLLISION

Sault Ste. Marie Road Has Accident in Minnesota.

ANNANDALE, MINN., Aug. 13.—Ten persons dead and more than two score injured was the toll to-night of the wreck on the Minneapolis, St. Paul and Sault Ste. Marie Railway here late yesterday when a westbound passenger train crashed into a truck and then plowed into a freight train standing on a side track.

The wreck occurred when Fred Lammer, driver of the truck, failed to heed warnings of members of the freight crew and drove on to the track in front of the passenger train. The truck was hit squarely and hurled against the freight engine on a side track. A switch stand was knocked down and three coaches of the passenger train swayed over to the side track into the freight train. The baggage car crashed over the overturned freight engine. Several other passenger cars were derailed.

GEN. O'RYAN REVIEWS THE 69TH AT PEEKSKILL

Decorates Several Soldiers for Bravery and Long Service.

The 16th Infantry, formerly the Sixty-ninth, was reviewed at Peekskill yesterday by a group of army officers, among them Major General John P. O'Ryan, Brig. Gen. George Dyer, Gen. James A. Lester and Col. W. N. Haskell. Decorations were presented to several soldiers by Gen. O'Ryan. The regimental parade was held at 8 o'clock in the afternoon. Lieut. Richard O'Neill received the French Medaille Militaire for bravery in fighting on the Ourcq in 1918. Lieut. Col. George Stewart, instructor at the State Military Academy, was awarded the Distinguished Service Cross. Medals for completing twenty-five years' service in the State militia were awarded Lieut. Col. William J. Conigan and Major Benjamin J. Lester. The twenty-year medal was given to Regimental Sergeant Major Patrick J. McEvoy. Capt. Richard Allen, Capt. Joseph Healey and Sergeant William Nolan were awarded medals for ten years' service each.

NEWARK MAN KILLED IN PLANE ACCIDENT

He and Another Lose Lives at Cleveland.

CLEVELAND, OHIO, Aug. 13.—Louis Yahn, 21, of Newark, N. J., and James Ray, 21, mechanic and aviator at the Medina Aviation Club, were killed late to-day when their airplane went into a tail spin and fell about 200 feet as they were preparing to land at Chillicothe Lake, near Medina, Ohio. Yahn was visiting Ray, his lifelong friend.

If Guesses Go Wrong

SOME companies are offering mortgages to pay 6% and 7% interest, and, if all of their guesses are right, the investor will win.

But some of the guesses will go wrong and some of the investors will lose. The only sure kind of mortgage investment is the kind that we offer. Our mortgages are guaranteed as to principal and interest—5½% today—and are as safe as a Government Bond.

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ONE TO FIVE PASSENGERS

Yellow Taxi Corp.

LOWEST CASH RATE OF FARE IN GREATER NEW YORK

20¢ FOR THE FIRST THREE MILE

30¢ PER MILE THEREAFTER

ONE TO FIVE PASSENGERS

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The Thinking Fellow Calls A Yellow